

System Configuration Team Meeting Notes

June 28, 2005

1. Greetings and Introductions.

The June 28, 2005 meeting of the System Configuration Team was chaired by Bill Hevlin. The following is a summary (not a verbatim transcript) of the topics discussed and decisions made at that meeting. Anyone with questions or comments about these notes should contact Kathy Ceballos at 503/230-5420.

2. FFDRWG/SRWG Update.

Marvin Shuttters said there has not been a Walla Walla District FFDRWG meeting since the last SCT meeting on May 19. The next scheduled FFDRWG meeting is August 10-11 in Walla Walla.

Moving on to recent SRWG activities, Shuttters said the draft one-pagers are being revised to reflect the comments received at the most recent SRWG meeting. The SRWG's transport subgroup met last Friday. Comments on the one-pagers were due yesterday; once those have been collated and incorporated, the final one-pagers should be available soon.

In response to a question, Hevlin said spill has begun at the four Lower Snake projects in response to Judge Redden's order. Spill will begin at McNary on July 1. It was noted that adult passage fell sharply at Little Goose once spill began at that project; the Corps is planning to go to a lower spill volume during the day at that project to see whether adult passage improves. Russ Kiefer noted that fish response to the change in spill operations should be very quick – we should see whether the change is having the desired effect within a couple of days, he said.

Mike Langeslay provided a Portland District FFDRWG update. At its last meeting, the group discussed:

- B2 corner collector PIT-tag detection – design work is underway

- B2 full-flow PIT detection – a site has been selected; plans and specs will be developed over the summer
- Adult PIT detection – the system appears to be working well
- John Day decision document – a 60% report should be available soon
- John Day turbine survival test
- The Dalles configuration/operational plan – has been sent out for review; many significant comments have been received, and a second review period is likely
- Wire rope update – funding has been obtained and rope has been ordered for bays 1-12. Further funding is needed for installation next year; work will begin this December.
- Forebay passage improvements – sites have been selected and curtain length and angle has been calculated
- B2 FGE – the Corps is moving out on VBS and gatewell modifications. The Corps would like to extend the in-water work window from November 1 through April 10.
- Pinnipeds – the study is underway, looking at both pinniped and fish behavior. The exclusion gates have sustained physical damage and will have to be replaced.

On the SRWG front, the proposal solicitation process will begin next week, said Langeslay.

3. John Day Adult PIT Detection.

Kim Fodrea said funding has been made available to begin design work on the John Day adult PIT detection system in FY'06, at least for plans and specs. In FY'07, we'll need to order the antennas, and should be ready for installation, Fodrea said. Langeslay noted that the Corps is planning to do a comprehensive study of the John Day ladders in 2006; it may make sense to wait until that study has been completed before proceeding with construction of the adult PIT detection system. There was general agreement that this is a middle-of-the-pack priority. After a brief discussion, it was agreed that it may make sense for the SCT participants to "re-canvass" on this project within their agencies, to see whether waiting another year before beginning design work is acceptable to the region.

4. Flood Control Study Report.

John Kranda said the flood control study report is not yet available; the Corps is still incorporating the results from the independent technical review that was conducted.

The report should be available prior to the July SCT meeting, he said; there will still be a 30-day comment period once the report is released. We'll put it on the July agenda, said Hevlin.

5. Lower Monumental RSW Criteria.

Hevlin noted that, in November, the IT began discussing criteria for determining whether to install the Lower Monumental RSW in spill bay 8, or to delay construction and go back to the drawing board. Hevlin distributed copies of the draft criteria the IT developed, noting that they are not complete. He said IT had asked SCT to complete the criteria. The question is, how do we want to follow up on this? he said. It is very important to the region that these criteria be completed. We may also choose to task FFDRWG with this project, he added.

Fodrea said Rock Peters had told her the Corps was also developing Lower Monumental RSW decision criteria. A Corps participant replied that the criteria to which Peters was referring will not go into the level of detail required to resolve the Bay 8 question. The group devoted a few minutes of discussion to the results that are expected to come out of the 2005 test season.

The question is, do we as a group want to complete this, or do we want to ask FFDRWG to work on it? Hevlin asked. I would suggest that our group take the lead on fleshing this out, and work with the SCT and IT once we have a set of draft criteria available, said Shutters. After a few minutes of discussion, no objections were raised to this course of action. Kiefer said his main concern is that he doesn't want to see Lower Monumental RSW installation delayed.

Randy Chong discussed some of the alternatives the Corps is considering if the 2005 data do not support Bay 8 RSW construction. The Corps is trying to stay aggressive, with respect to scheduling, and is also trying to stay flexible, in terms of considering all surface passage ideas. The Corps is trying to take an overall look at surface passage concepts, at Lower Monumental and elsewhere, said Kranda; to that end, we have convened a surface bypass technical group. Before the next SCT meeting, we should be able to get something in writing for the SCT to review, he added. The goal, again, is to be aggressive, cost-effective and collaborative throughout this process.

Some of the concepts the group is considering include variable flow through the RSW; multiple RSWs at some projects, and simplified/lower cost design, Kranda said. We're looking at a parallel decision point to make a decision not only on whether or not Bay 8 is the most appropriate location for the Lower Monumental RSW, but whether any of these alternative surface bypass concepts appear promising enough to warrant setting back the schedule at Lower Monumental, Little Goose, McNary and/or John Day,

he explained. If, for example, it would be possible to develop a simpler, lower-cost design that could be built for multiple projects simultaneously, we might lose a little time up front, but would get the system done in a shorter time-frame overall.

Chong went briefly through some of the concepts under consideration, using a series of diagrams. These include:

- The “candy cane”
- Current RSW design with an adjustable crest
- Current RSW design with an adjustable “modular” crest
- A bulkhead attached to the face of the pier

Again, we'll have more discussion of these concepts at the July SCT meeting, Hevlin said.

6. Continued Discussion of FY'06 CRFM Program.

Kranda distributed copies of the most recent CRFM measures worksheet, dated June 28. The group devoted the remainder of today's meeting to a discussion of its contents. Kranda noted that any shaded line-items have been updated since the last SCT meeting. The current total estimated cost of the FY'06 CRFM program is \$93 million; he said he expects that, when all is said and done, SCT will likely have \$70 million-\$80 million to work with in FY'06. Specific line-items discussed at today's meeting included:

- Flood control study (system) – the Corps inserted a placeholder of \$1 million for FY'06; however, little is known about whether this study will proceed, how much it will cost and how it will be funded
- McNary RSW – in FY'06, general modeling and sectional modeling will go forward, as will conceptual discussions. It may be possible to drop a bulkhead into one of the slots in FY'06
- Little Goose RSW – general and sectional modeling will begin, as will CFD modeling, design of the DDR and numerical fish surrogates. The plan is for a 2008 installation. The spreadsheet estimate needs to be updated.
- McNary adult PIT – the amount shown covers the construction contract to install the antennas in the north shore fishway
- Lower Granite surface bypass – most of the amount shown for FY'06 will cover biological studies to look at the effects of the BGS, and for BGS removal once the studies are complete.
- B2 corner collector – no new construction work planned; the figure shown represents close-out of the 2005 research
- The Dalles survival study – will cover balloon-tag studies for bay 6 and acoustic tag telemetry survival studies in 2007 when the BGS prototype is installed
- High-flow PIT at B2 corner collector – covers installation of the antenna this winter
- PIT-tag recovery, estuary and avian islands – a continuation of the current study
- The Dalles decision document – this is a placeholder amount in case more work needs to be done
- Bonneville adult PIT – the amount shown is for continuing construction

- Lamprey passage – covers second-year testing of the Bonneville prototype
- B2 FGE – the amount shown covers continuing construction, with two units done each year
- Juvenile passage studies, Bonneville – closeout of FY'05 studies
- Avian predation – unless authority to spend money on tern relocation is received from Congress, this line-item may be empty in FY'06, with the possible exception of cormorant research
- The Dalles spillway modifications – covers work on the bay 6 vortex, as well as spillway modeling work
- Delayed mortality (system) – continuation of existing study
- Lower Monumental RSW – construction contract award; installation in 2007
- John Day biological studies – a radio telemetry study, looking at direct and indirect effects, in conjunction with the turbine survival study – high cost related to planned two treatments and the number of tags required; cost may be reduced if a single treatment is chosen
- Turbine studies – includes balloon-tag studies and pressure acclimation
- Lower Granite juvenile bypass facility – FY'06 amount covers development of a go/no go decision document regarding whether or not facility improvements are justified
- Ice Harbor RSW – second-year biological testing
- Fish ladder transition pools – contract will likely be awarded in October
- Estuary study – a continuation of the ongoing survival study
- Little Goose and Lower Granite extended-length screens – follow-on work from 2005
- Juvenile fish separator – funds for demolition of the test separator and follow-on
- Snake River/Columbia River decision document – amount shown is for technical review and fine-tuning of the model
- McNary survival efficiency studies – purpose is to gather baseline data in advance of upcoming decisions
- Little Goose and Lower Monumental survival efficiency studies – same as above
- Adult passage temperature effects – the proposal is to analyze the data collected so far
- McNary temperature study – funding to fine-tune the CFD model, for close-out and for report development
- Lower Monumental juvenile PIT detector – funding for design work
- John Day adult PIT – funding for design work
- Bonneville flow deflector – continued work will depend on 2005 survival study results
- Lower Granite/Little Goose flow deflectors
- Full-flow PIT at John Day – placeholder amount
- Ice Harbor BGS – needs to be updated once data is received from this year's study
- Lower Monumental BGS – needs to be updated once data is received from this year's testing.

Kranda said he will update the CRFM spreadsheet to reflect the comments received at today's meeting, and will provide a new draft at the group's next meeting.

7. Next SCT Meeting Date.

The next meeting of the System Configuration Team was set for Thursday, July 21. Meeting summary prepared by Jeff Kuechle, BPA contractor.